



Arlington's Approach to Development, Transportation and the Environment

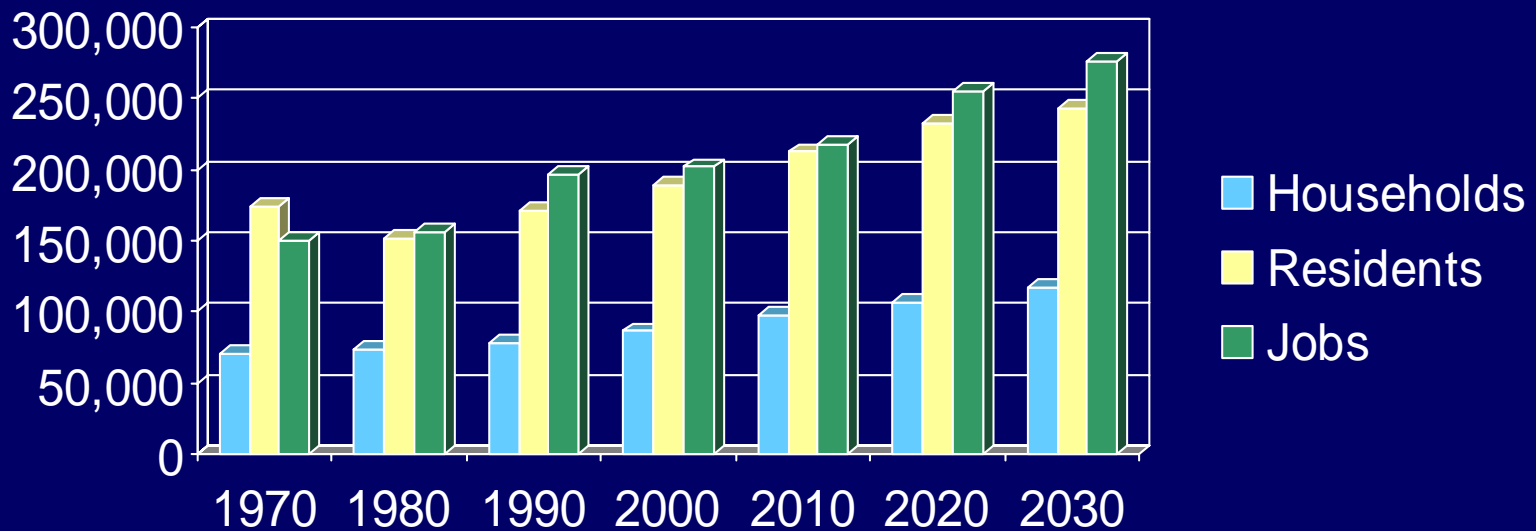


Context



- Located in the core of a rapidly growing Washington region (6 million residents, 3 million jobs and 1,200 sq. miles of urbanized area)
- Region faced with environmental and transportation challenges (rapid land consumption, growing traffic congestion, non-conformity with air quality standards, water quality issues)
- Arlington - 26 sq. miles in area including federal lands
- At the confluence of major regional multimodal transportation facilities
- Location for significant regional and federal facilities such as National Airport and the Pentagon

Households, Population & Employment



January 2005

- 92,000 HHs (3,565/sq. mi.)
- 198,000 Res (7,674/sq. mi.)
- 195,000 Jobs (7,558/sq. mi.)

2030 Projected

- 117,000 HHs (4,535/sq. mi.)
- 243,000 Res (9,418/sq. mi.)
- 276,000 Jobs (10,697/sq. mi.)

Development Concepts



- Concentrate high and mid-density redevelopment around transit stations (highly targeted)
- Encourage a mix of uses in station areas
- Create high quality pedestrian environments
- Preserve and reinvest in established residential neighborhoods
- Support green building design
- Support retention and enhancement of the tree canopy and open space

Development Characteristics



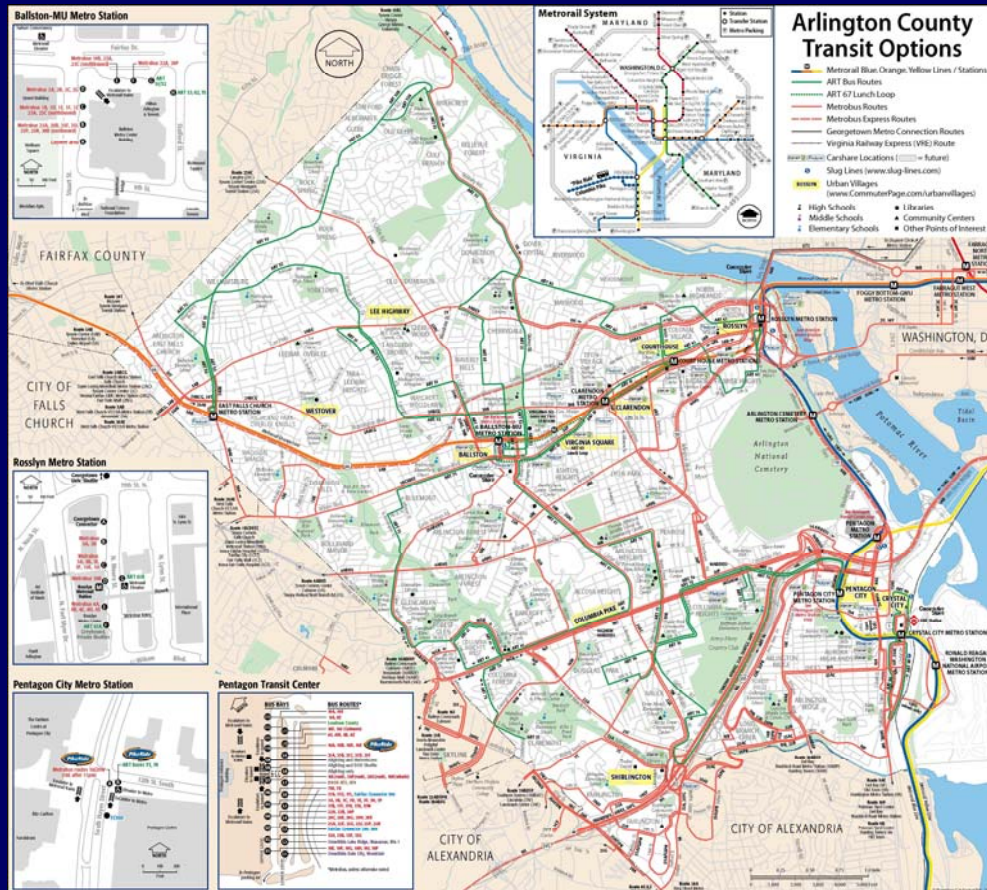
- 40.6 million sq. ft. of office space, 35 million sq. ft. in Metro station areas with 4 million sq. ft. of supporting retail & services
- 95,000 housing units (over 35,000 in Metro station areas)
- Over 6,000 housing units and 3 million sq. ft of commercial space under construction

Transportation Concepts



- Coordinate with development planning and approvals
- Focus community development around transit
- Emphasize community walk ability
- Maximize travel choice for residents, workers and visitors
- Provide comprehensive and easy to access information about travel options
- Employee transportation demand management strategies

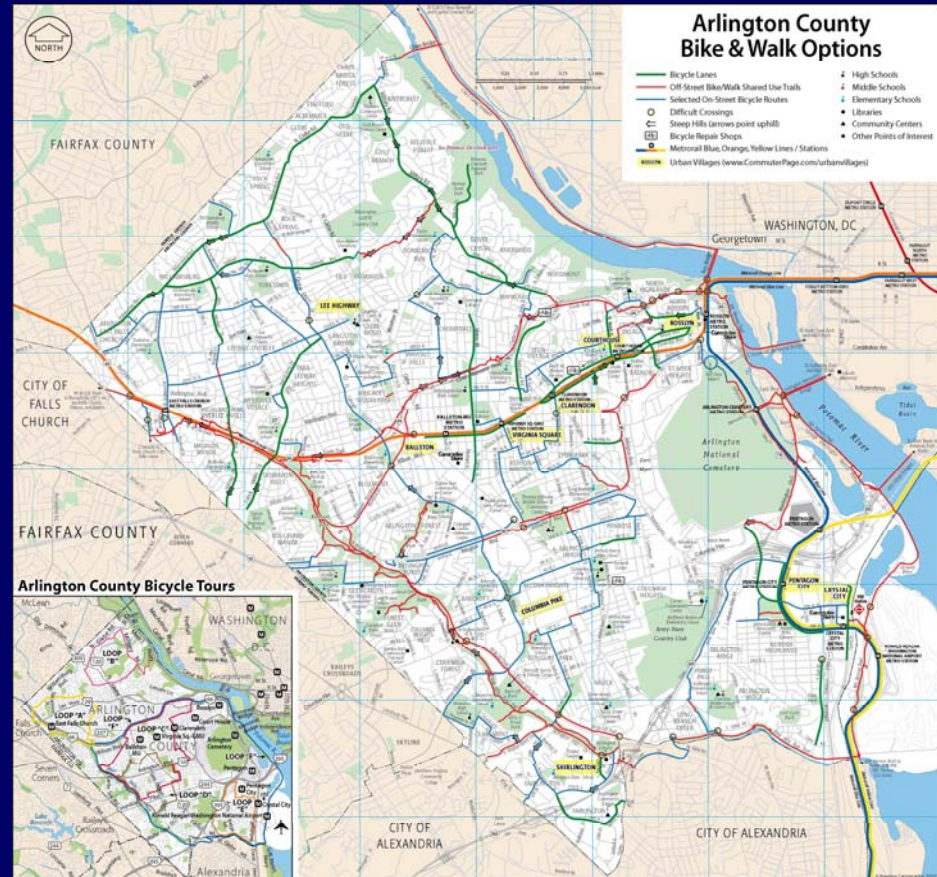
Transportation Facilities & Services



- 1,094 lane-miles of primary and secondary streets
- 19 lane-miles of HOV facilities
- 12 miles of Metrorail lines and 11 stations
- Commuter rail with one station
- Extensive regional (Metrobus) and local bus (ART) service with seven intermodal transfer locations
- And expanding car-share program (2,500 members, 40 cars at transit stations)
- A major airport with over 15 million passengers per year

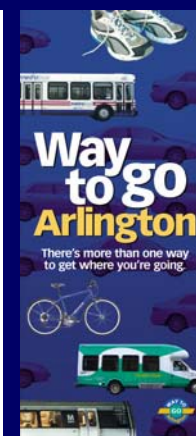
Transportation Facilities - Pedestrians & Cyclists

- 34 miles of multi-use trails
- 19 miles of on-street bike lanes
- 34 miles of marked bike routes
- Over 2 miles of bike facilities added annually
- Sidewalks on both sides of primary streets and on one side of most secondary streets
- Over 2 miles of new sidewalks added annually



TDM & Commuter Services - Expanding Travel Options

- Transportation demand management requirements for new site plan development
- Commuter services program focused on information provision, sales and marketing via web-sites, direct mailings, ads, and in-person contacts
- Program reaches employers with over 120,000 employees, 32,000 multi-family units and half of the County's hotels



TDM & Commuter Services - Expanding Travel Options

- Promotes all alternatives to SOV travel
- Supports “Air Quality Action Days” program
- Serves as a laboratory for new transportation and information products and services
- Expanding market reach in Arlington and in the region



Transportation System Users

- Residents
 - Over 198,000 in 2005
 - 119,000 workers with 70% working outside the County
- Employees commuting to Arlington-based jobs
 - Over 160,000 workers commute into Arlington daily
- Visitors
 - 4 million plus visitors to Arlington National Cemetery
 - Over 10,000 hotel rooms used as a base for visitors from outside the region
 - Many daily visitors from adjacent jurisdictions
- Through travelers & commuters



Transportation System Use



- > 4 million vehicle-miles of travel per day
- 194,300 Metrorail boardings/alightings (2005)
- > 40,000 bus trips
- > 3,000 commuter rail boardings/alightings
- Expanding car-share use
- > 160,000 transit-related walking trips
- Increasing bike commute trips
- Increasing non-transit walking and biking activity

Census 2000 - Vehicle Availability

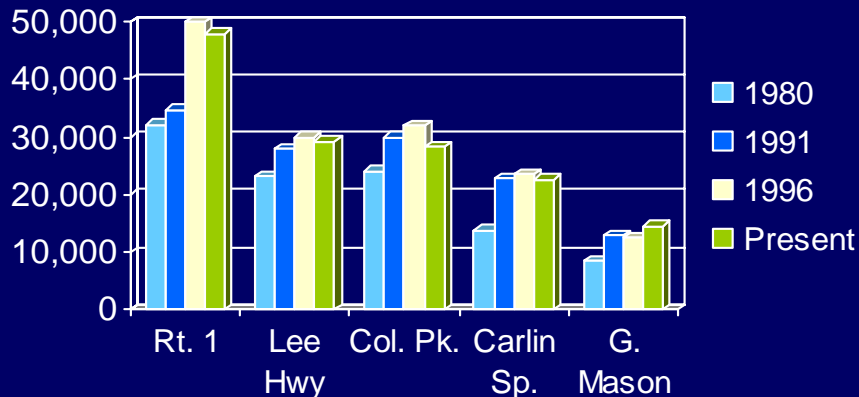
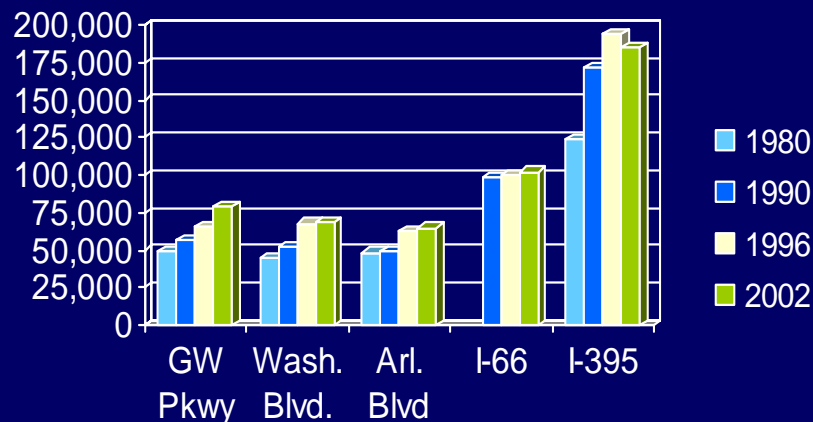
Regional Comparison

Location:	Arlington Metro Corridors	Arlington County	Regional Core	Inner Suburbs
Pop. Over 16 Years of Age	43,210	161,333	739,138	2,034,206
Households	27,179	86,352	396,579	961,980
Available Vehicles	29,666	119,450	419,516	1,685,242
Vehicles/ Eligible Driver	.69	.74	.57	.83
Vehicles/ Household	1.09	1.38	1.06	1.75

Census 2000 Journey to Work Regional Comparison

Location:	Arlington Metro Corridors	Arlington County	Regional Core	Inner Suburbs
Total Workers	31,450	116,046	454,120	1,380,198
Drove Alone	40%	55%	47%	70%
Car Pooled	8%	11%	11%	13%
Public Transit	39%	23%	28%	10%
Walked	10%	6%	9%	2%
Other	1%	1%	1%	1%
Worked at Home	2%	3%	4%	4%

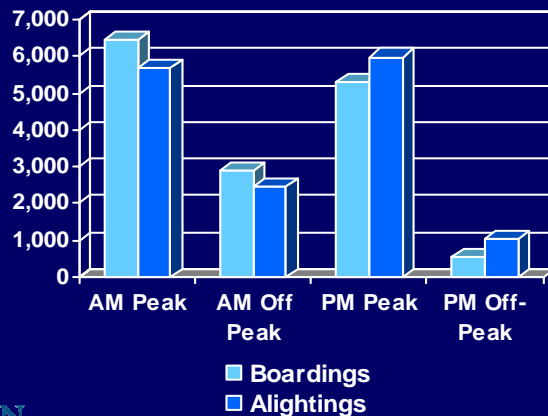
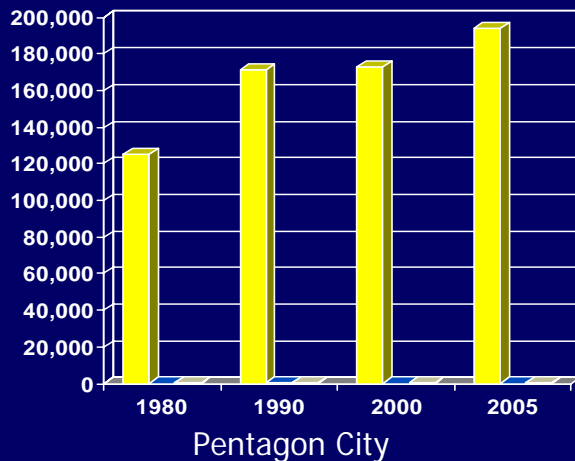
Traffic Trends – Regional & Local Facilities



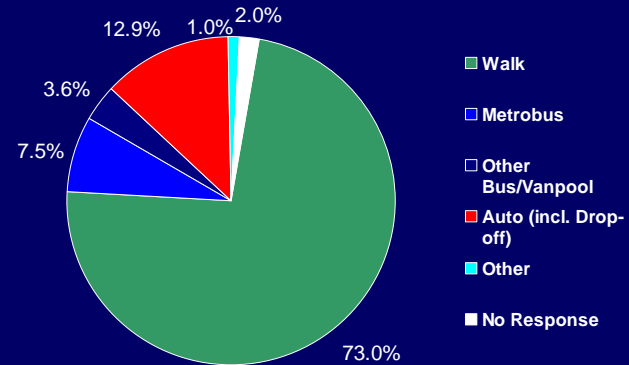
- Substantial growth in traffic volumes on regional limited access highways, with most of the growth between 1980 and 1990
- Modest growth in traffic on arterial and local streets which has flattened out in the last 10 years (averaging less than ½% per year even as jobs and housing growth exceeds 1% per year)

Transit – Metrorail Ridership and Access

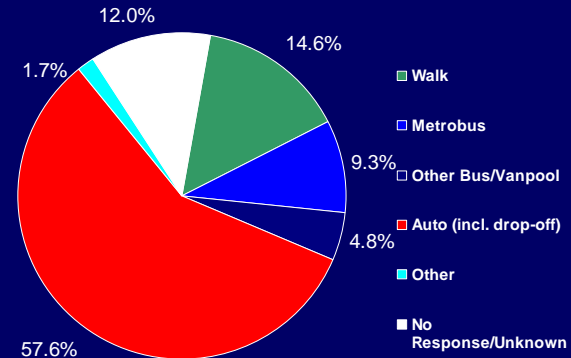
Metrorail Weekday Boardings/Alightings



5 R-B Corridor Stations - 39,500 Weekday Boardings



4 Suburban Stations – 29,450 Weekday Boardings



Relationship to the Environment and Air Quality

- Reduced land consumption
 - Over 56 million SF of development and redevelopment has occurred on three square miles of urban land
 - This development would require 25 square miles of green field land if constructed in a typical suburban form
- Less energy & resource consumption per new job and household
 - Green building requirements: Leeds certification sought for both private and County development projects
 - Open space and tree replacement requirements
 - More compact building forms

Relationship to the Environment and Air Quality

- Improved transportation performance over prevailing suburban development patterns
 - More transit accessible jobs and housing units
 - Lower household auto ownership and use
 - Higher rates of transit use, walking and biking
- Improved air quality results
 - Lower mobile source emissions per unit of development
 - Smaller contribution to point source emissions due to lower resource consumption
- Other community benefits
 - Travel choice contributes to community health and fitness (more walking and biking)
 - Tremendous economic value created for property owners, developers, and County residents

Recognition Received for Smart Growth Programs

- EPA's first National Smart Growth Award (2002)
- APTA "Outstanding Public Transit System Award" (small operators) for Arlington Transit (2003)
- APTA Grand Prize Adwheel Award for Pike-Ride marketing campaign (2004)
- "Bicycle Friendly Community Award" from the League of American Bicyclists (2004)
- EPA designation of Arlington County and 59 other Arlington employers as "Best Workplaces for Commuters" (2005)
- American Podiatry Association "Best Walking City in America Award" (2005)



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